

ESTABLISHED 1881.

NEW SERIES No. 1308. 日二初月八年五十二緒光 WEDNESDAY, SEPTEMBER 6, 1899.

三拜禮

號六月九英港香

THIRTY DOLLARS
PER ANNUM.

Hongkong, 17th May, 1899. [664]

Intimation.

THE NEW YORK LIFE INSURANCE CO.,
(The Oldest International Life Insurance Company in the World.)

SUPERVISED BY 82 GOVERNMENTS.

A POLICY with the Single Condition that the PREMIUMS be paid as agreed:—A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Bonuses ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

GOLD— **\$1,000,000,000**
of insurance in force To-day.

The following is a comparison of the three Largest Companies:—

OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash

NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Am't of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders)	73,471	\$152,093,389	\$8,054,499
Mutual	51,785	128,780,088	5,146,549
Equitable (Capital Stock \$100,000,000)	43,030	121,767,516	4,486,654

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid-for business by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of Insurance and Gold \$1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBURG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

To-day's

Advertisements.

REQUESTED BY EVERYBODY.

"AS YOU LIKE IT."

OPEN-AIR
VOLUNTEER PARADE GROUND.

SATURDAY NIGHT,
September 9th.

JANET WALDROF'S COMPANY
and
MEMBERS A.D.C.

WELSH FUSILIERS' BAND.
MALE QUARTETTE.

BIG PRODUCTION.

PRICES—

\$1, \$2 & \$3.

All Soldiers and Sailors 50 cents.

Reserved Seats at ROBINSON PIANO CO.

Hongkong, 6th September, 1899. [1138a]

NOTICE.

IN THE MATTER OF TAN GEOK OO, ADMINISTRATOR TO THE ESTATE OF THE LATE TAN YUON, DECEASED, AND—INHERITORS—GARRING-ON, THE BUSINESS OF MERCHANT UNDER THE STYLE OR CHOP HENG LEONG, SINGAPORE, DECEASED.

WHEREAS under a Commission Deceased dated the 4th day of August, 1899, it was agreed by the Creditors or their representatives to accept 15% of their respective claims in full discharge of the debts and liabilities of the above-named debtor, AND WHEREAS it was further agreed to appoint the Under-signed, CHUA BOON LYE and TEY KENG PIOW to be Trustees under the said Commission.

NOTICE is hereby given that we shall be prepared to receive all claims and demands against the above-named debtor up to the 4th day of November, 1899, and any creditors who shall not have sent in their claims by such date shall be expunged from participating in the said commission.

Dated at Sandakan, this 4th day of August, 1899.

[54] CHUA BOON LYE,

In Chinese,

TEY KENG PIOW,

Trustees.

[1139a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Douglas, will be despatched for the above Ports, TOMORROW, the 7th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LARSEN & Co.,

General Managers.

Hongkong, 6th September, 1899. [1139a]

OCEAN STEAMSHIP COMPANY.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"BELLEROPHON,"

Captain Lyons, will be despatched on SATURDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th September, 1899. [1139a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI & VLADIVOSTOK.

THE Company's Steamship

"CHIHLEI,"

Captain Newcomb, will be despatched as above on SATURDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th September, 1899. [1139a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Fellner, will leave for the above places on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to

SANDER, WILDER & Co.,

Agents.

Hongkong, 6th September, 1899. [1139a]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899. [1139a]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [1493]

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At the General Hospital, Singapore, on the 29th ulto, HENRY AUGUSTUS BERRY, (late of McAlister & Co.) Aged 27.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 6, 1899.

NOTES AND COMMENTS.

THE AMERICAN TROOPS.

Probably no better example of the effects of the Philippine campaign on the American troops exists than the men who arrived to-day in the *Tartar*. They may have been a fine-looking lot of fellows when they first left the United States for service in the Philippines, but to-day they cannot be so classed. Here and there a man is to be met who looks as though matters had agreed with him; but the greater proportion are thin and attenuated and show evident signs of the ravages of the Philippine climate. The men state too, that they are returning about fifty per cent short of their original complement, so in all probability we only see the pick of them here, it being a case of the survival of the fittest. If what the men state with regard to the commissariat arrangements is true, and we have no reason to doubt their story, then bad and unsuitable food is probably as much to blame as the effects of the Philippine climate for this state of affairs. Who can wonder at the men being anxious to return home? No doubt they are as ready and willing to fight as our own troops when occasion requires, but when the authorities lack the knowledge, or the will, to make things as easy as possible for the men it is only natural that they should grow disgusted and not be anxious to volunteer for a further period of service.

WHO IS RESPONSIBLE?

Somebody must be responsible for this state of affairs and whoever the responsible person or persons may be the fact should be brought home to them and they should be made to answer for their incompetence or neglect. There has been a great outcry in the United States of late over the conduct of the Philippine campaign. It is said that affairs have been grossly mismanaged and that the truth has been carefully withheld from the American people. No better proof of mismanagement as regards the care of the soldier could be produced than the landing of the *Tartar's* troops in their present condition at an American port would give. But this cannot be done. The voyage across the Pacific will pull the men together and their friends will have no opportunity of seeing them as we have had to-day fresh from Manila. If only these who are against this useless slaughter and sacrifice, of both Americans and Filipinos, could see these men now they would not require a more potent proof of the truth of their assertions that mismanagement has been at the root of it all. The men themselves say that the conquest of the Philippines is not worth the expenditure in blood and money, and doubtless their friends will agree with them.

A NEW CENSORSHIP.

Apparently, however, a new system of censorship is to be applied in the United States. It is not enough that newspaper correspondents should be gagged, but the returned volunteers are to be prevented from airing their opinions upon matters also. Therefore we do not think that the men at present here will be allowed free liberty of speech on their return home, as the following clipping from the New York *World* will show:—

San Francisco, July 20th.—General Sumners, in command of the Oregon Volunteers, was to-day asked if he had issued any orders instructing the men of his regiment to refuse to discuss the Philippine situation.

"I have," said he. "This talking among the men must be stopped. I will be compelled to court-martial any man who makes a statement to the newspapers criticising the Philippine campaign or the officers who are conducting it. The men are not in a position to know the circumstances or aims of the commanding general, and it is radically wrong to make any statements criticising him. It is against military regulations, and I will not have any of my men violate this rule. The men have given altogether too many interviews to the papers already, and I do not like the tone of them. If there are any more similar statements published the men who make them will be court-martialed and punished."

A GRIEVANCE.

Some of the "boys" appear from their conversation to have a real grievance against their Government. It is said that as they enlisted to fight against Spain they were entitled to be discharged as soon as peace with Spain became an *fait accompli*. Therefore, having been detained—in the Philippines illegally and against their own wishes, numerous claims will be lodged in the United States Courts for pecuniary losses incurred in consequence of detention in the Philippines. To properly understand the grievance it is necessary to know who these soldiers are. They are Volunteers who, in almost every instance, gave up good employment—some of them gave up highly profitable appointments—to fight the battles of their country against a bitterly hated enemy—Spain. They made no agreement to engage in war against the Filipinos or any of the people whom President McKinley professed to be anxious to free from the galling yoke of Spanish tyranny. At the time these strapping young fellows enlisted there was no notion in the minds of anyone outside the select few "in the know" that war with the Filipinos, the allies of the United States, was a possibility and even a probability of the near future. These soldiers went in to fight Spain. They fought and whipped the Spaniards and believed that that was all their Government or their fellow citizen, expected from them.

WHAT THEY HAVE LOST.

Many of the soldiers, who have borne the heat and burden of the day in the deadly

jungle and swamps of Luzon, are heavily losers. Their businesses in the States have languished through their long absence and it may be years before their utmost endeavour will enable them place their finances in as satisfactory a position as they were when the call to arms first rang out through the States. Others could have earned a great deal more at home than in the trenches in Luzon or in the jungles of Negros and Cebu, and they are naturally much annoyed that they should have been forcibly held in the Philippines instead of being sent home, as they should have been, as soon as Uncle Sam had got through his business with the Spaniards.

It is also said that General Otis endeavoured to coerce many of the men into joining the skeleton (ominous word that!) regiments which he is endeavouring to form out of the ranks of the Volunteers who may be willing to take the \$300 offered and "sign on" for two or three years.

Certainly appears that there has been gross mismanagement and if these "boys" carry out their intention to put up a fight in the Courts they will have with them the sympathy and good wishes of their countrymen both at home and abroad.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, September 4th.

The reply of the Transvaal withdraws the offer of a five years Franchise to the Uitlanders.

THE DREYFUS AFFAIR.

The acquittal of Capt. Dreyfus is generally expected, but possibly, by so narrow a majority that it will entail his withdrawal from the army.

THE TRANSVAAL.

A warrant has been issued for the arrest of Mr. Moneybags the editor of the *Johannesburg Star*.

WEATHER REPORT.

The Observatory report says:—

On the 6th at 11.55 a.m. The barometer has risen slightly in the Philippines, and remains almost steady elsewhere. Pressure is still high over the China coast, with a slight gradient for N.E. winds along the coast and over the N. part of the China Sea. FORECAST:—Light or moderate N.E. winds; fine.

LOCAL AND GENERAL.

UNDOUBTEDLY it is the business end of the Filipino insurrection that is in sight.—*The News, Detroit*.

KONG YUK was sentenced to two months' hard labour for unlawfully assuming the designation of a police constable.

DEWEY hats and Funston hats are already on the market in great numbers. But Dewey heads and Funston heads are as scarce as ever.—*The Journal, Elizabeth, N. J.*

OOM Paul has at least refrained from irritating the British Government by any comments on the work of the poet laureate.—*The Star, Washington*.

We've taken up the white man's burden Of oblong and brown; Now will you kindly tell us, Rudyard, How we may put it down?—*The World, New York*.

OUT of 500 carpenters employed at the Naval Yard only 143 went to work this morning. They are striking for a rise of pay in conjunction with the Dock carpenters. The police are taking steps to prevent intimidation.

WE are informed by Messrs. Lutgens, Estmann & Co. in General Agents of the Great Eastern and Caledonian Gold Mining Co., Ltd., that they have received a telegram from the mines, as follows:—225 tons of mixed ore yielded, 108 ounces of retorted gold.

WE understand that Dr. Rieloff, the German Consul, leaves by the next French mail for the North, having taken a short period of leave to recruit his health. Dr. Rieloff goes first to Peking and afterwards to Japan. We trust that the worthy Consul will benefit by the trip.

A MEETING of the R. A. O. B. was held in their rooms at No. 10 Queen's Road, Central, when among other business two more brothers were initiated and arrangements were made for giving a smoking concert to their friends next Saturday week. Judging from the talent this lodge is known to possess the concert ought to be a grand success. Those of our readers who are not "Buffs" should lose no time in securing invitations.

LAST night the late Private Roberts of "D" Co. R. W. T. was buried with full military honours. The deceased who was in the habit of walking in his sleep had climbed over the verandah and fallen a distance of 60 feet on to the ground below, death being almost instantaneous. The last persons to see him alive were two sergeants of the regiment, stationed at Mount Austin, who saw him sleep, lying soundly when the roll was called at 9.30 Monday night.

His Excellency the Governor with Lady Blake and family will attend the Open Air performance of "As You Like It" at the Volunteer Parade Ground on Saturday night. The Welsh Fusilier Band and Orchestra will handle the instrumental end of the programme and the male quartette will render the old English songs "Blow, Blow thou winter winds" and "What shall he have who killed the deer." Manager Love has arranged for a realistic "Forest of Arden" to be built, and everything pertaining to the comfort of guests will be looked after. English and American soldiers and sailors will be taken care of at half-price. Reserved seats are now on sale at Robinson & Co's.

PETER FINA of Holland and William Cape of England, private in the R. W. T. were this morning at the Magistrate's charged with stealing a sewing machine valued at \$150 from one Ram Chard. First prisoner pleaded guilty. No evidence was brought forward to prove the guilt of the second defendant so he was discharged. The first defendant being sentenced to three months' hard labour. Au Tsoi who had bought the machine from the soldiers was convicted of being a receiver of stolen property and after being cautioned was made to restore the machine to Ram Chard.

ALL Hongkong friends of Lieut. George Paley, the popular wicket-keeper of the Rifle Brigade cricket team, will be pleased to hear that his name is included, in connection with the pacification of Crete, in the list of officers mentioned in the despatch as having carried out the administration "with zeal, industry, tact, and devotion to duty." Lieut. Paley is also mentioned amongst those officers who had done good service "in assisting in the trial of criminal cases between Cretans." Mr. Paley's Civil appointment was District Commissioner-Temenos.

A MILK CASE.

This afternoon at the Magistrate's the summonses against Le Pak, Le Cheung Si, To-man and Si-to-yuk carrying on business at 255 Queen's Road, Central, and 350 Queen's Road, Central under the name of Li Wo chung shop, for forging and applying a trademark to condensed milk, again came on for hearing. Mr. Gedge appeared for the prosecution on behalf of the New York Condensed Milk Company. Mr. Grist appeared for the defense. The first defendant was the only one present. Mr. Grist explained that Li Pak and Li Cheung were the same person and admitted that he was the manager of the two shops. The other two defendants were at Canton and the summonses had not been served. Mr. Gedge asked for and obtained a warrant for their arrest when they arrived in Hongkong. Mr. Grist asked that the case should be dealt with summarily. Mr. Gedge then said he would want the case sent to the Criminal Sessions as he could prove that it was a very serious case.

His Worship said he would hear the evidence. Sergt. Collett said that on a search-warrant he had searched No. 255 Queen's Road Central and found 180 tins of "Farm Brand" condensed milk with the Gail Borden "Eagle Brand" labels, he also found 73 tins of "Farm Brand" milk with "Farm Brand" labels and 4 tins of "Farm Brand" without any labels. He also found a large quantity of loose labels with the Gail Borden trademark on them and a great number of old "Farm Brand" labels which appeared to have been taken off tins. A sack was over the tins to conceal them. Nine of the "Farm Brand" tins with Gail Borden's label were exposed in the show cases for sale, there were also some with the "Farm Brand" labels. Sergt. Collett did not go to No. 259.

Sergt. Sullivan said he had searched No. 259 Queen's Road Central (warrant produced) on the 23rd of August about 5.30 p.m. He found 18 tins of condensed milk stamped "Best Condensed Milk" bearing the Gail Borden label, 4 of which were exposed for sale in the shop, the others were found in a box on the first floor. He found a packet of Farm Brand labels, which had evidently been torn off the tins, they were in the box and behind the box were a packet of Gail Borden labels which had not been used, other used and Gail Borden labels were found on the first floor. One tin was produced that bore the remnants of a label. There was nothing said to him at the shop.

By Mr. Grist.—While on the first floor, he asked for the master to come up and open some boxes. A man came up who looked like a master. Defendant was not the man who came up.

Lo Cheung man, a detective in the police force, said he had attended at 255 Queen's Road on 23rd ultimo to purchase a tin of condensed milk (tin produced) he had paid 30 cents for it, when purchasing he had asked for the Eagle Brand of milk and was given this tin. He had also gone to 259 Queen's Road on the 22nd at 2 p.m. where he bought a tin of milk (produced). This tin had also a Gail Borden label. He had inspected labels on this and they were the same as found by the police. He was able to tell the difference between the proper Gail Borden label and those on the tins and those found. The proper price of the Eagle Brand is much more than those of the brands whose labels had been taken off. The Farm Brand is 12 cents a tin.

By Mr. Grist.—He went to the shop expecting to buy something that was not genuine. Inspector Hanson showed him some true labels and told me to buy some like that. He did know of his own knowledge that the tin was not the Eagle Brand.

Joseph Gutierrez, employed in the trademark registrar office, gave evidence concerning the Gail Borden label and put in a book containing an authorized copy of the label. After the alleged forged labels had been closely examined by the witness he had no hesitation in saying that there was a marked difference between them and the registered label. At first sight there is very little difference, but on closer inspection it was seen that

CORRESPONDENCE

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

EXTENT OF THE PLAGUE

To the Editor of the "Hongkong Telegraph."

Sir,—As you hit me so hard in your last night's "Notes and Comments" perhaps you will be in the favour of allowing me to answer. You say it is for the soldier's good that he should be confined within limits, as one or two, through ignorance or other causes might contract the plague and so spread it among his comrades. Cannot this argument be equally as well applied to the civilian population? Do not civilians associate and rub shoulders with any and every body in public streets and hotels? Would it not be advisable to restrict their liberty for fear one might catch the disease and give it to his wife and family? If he has any, or to his shopmates? Just for a supposition let us say that a civilian firm resorted to this means of checking plague. How soon would it be the master was stigmatised as a harsh tyrant and probably action taken for restricting the individual liberty of a Britisher? But then of course it will be answered that these men have got sense and know what they are doing. Thanks to Kipling, *Truth* and a few soldiers' authors Tommy is regarded either as a fool or a child who is quite incapable of looking after himself. I can assure you this is mighty inaccurate; they are men with an equal amount of intelligence as the average civilian, and are more willing to fight for their liberties than most. I certainly said civilians were the worst sufferers, but I did not imply they were the only ones, many other tradesmen in the east end of the town are suffering from the same cause, in fact it is a well-known law of political economy that when one trade is depressed all others are affected.

You also say that a soldier cannot shift his quarters. No more can a civilian, he is bound by ties, business occupation or agreement that compels him to stay, and the wealthier he is, usually, the stronger the tie. The military have far greater advantages as regards medical inspection and attendance, than the ordinary civilian and in case of plague in the ranks ought to be detected almost immediately and the man isolated; a civilian can go days before it would be noticed and not before he had decimated the complaint around him.

You, yourself, own that this restriction is harming the civilian population and is an inconvenience to the soldier. Then how much right have the Authorities to withstand against the interests of the community and the wishes of the soldier, when all necessity for the measure has past?

Thanking you, Sir, for your columns to air public grievances.

I am, etc.

SUFFERER.

Hongkong, September 6th, 1899.

[If more people recognised the fact that "prevention is better than cure," there would be fewer complaints and fewer sufferers.—Ed., H.K.T.]

THE "BATTLE" AND THE YOKOHAMA HARBOUR AUTHORITIES.

On the 14th instant the *Rattler* arrived at Yokohama and proceeded to take up an anchorage inside the breaker. A steam launch belonging to the Harbour authorities and a quarantine steamer both repeatedly signalled to the British gunboat to stop, but owing to circumstances not explained no answer was paid to the signals. The Harbour officers immediately boarded the *Rattler*, and called the attention of Commander Hardinge to the rules governing the berthing of merchant vessels and men-of-war. Commander Hardinge replied that he did not see the signals and was under the impression that a foreign man-of-war could enter inside the breaker, provided permission was obtained, and this he was about to apply for through the British Consul, adding that in Ningsaki, whence he came, he could take his vessel to the innermost part of the harbour. The Harbour officers thereupon pointed out that he had entered the breaker before the necessary permission had been obtained and insisted on the vessel being taken outside, which injunction Commander Hardinge refused to obey. The matter was reported to the Harbour Master, who ordered the British warship to move outside early the next morning. No notice was taken of this order and the refusal finally resulted in a personal interview between Commander Hardinge and the Harbour Master. The British Consul, Mr. Bonar, visited the Harbour Office, and together with Commander Hardinge requested the Harbour Master to allow the *Rattler* to remain where she was, pleading that the want of a steam launch and the great distance of the ship from the shore rendered it exceedingly inconvenient to come ashore. The Harbour Master was willing to accede to the request, but as the regulations stood in his way he was compelled to ask the gallant British Commander to proceed outside. At half-past nine on Tuesday morning the *Rattler* went to the proper berth outside the breaker.—*Ningsaki Press*.

THE FIRST SHOT AT MAJUBA.

Those in Hongkong who remember Capt. F. H. Lucy of the 58th (and Northamptonshire Regiment) will read this with interest. (Capt. Lucy, by the way, retired from the army a year or two ago).—

The difficulties of the modern historian are well illustrated by the controversy which has been going on in the *St. James Gazette* as to who fired the fatal first shot which gave the Boers the alarm. Colonel P. F. Robertson, who took the command after Sir George Colley's death, and ought, therefore, to have been in a position to know, declared that a young officer of the 58th, named a Mr. [name], fired the shot. This would have been a great piece of stupidity. Fortunately the "young officer" is still with us in the person of Captain F. H. Lucy, who has sent the following categorical statement to our contemporary:—

"I was the young officer of the 58th Regiment who fired the first shot at Majuba Hill.

(1) This shot was fired by order of the late Sir G. Colley with a view to ascertaining the range.

(2) The object aimed at was a mounted Boer (on a cream-coloured horse).

(3) The shot was fired at 650 yards.

(4) The shot was fired by Private Osborne, 58th Regiment, who was subsequently killed."

SANDAKAN NOTES.

August 21st, 1899.

The *Sabah S.S. Co.* Ltd. has been informed by the Directors propose to pay a dividend of 10% per annum on the 31st inst. The *Co.* has three small steamers, the *Labian*, *Normanville* and *Patong*. They have been kept well employed during the last financial year, ending 30th June, and the result will be considered satisfactory.

The *Sabah S.S. Co.* steamer *Labian* broke her crankshaft last Monday, the 14th inst., whilst on a voyage from this port to Lahad Dato, but managed to get back into the harbour under her own steam, with the assistance of the *Sabah S.S. Co.*

LORD SALISBURY ON THE TRANSVAAL DIFFICULTY.

In the House of Lords during the Transvaal debate, on the 25th July, the Marquis of Salisbury said:—

To my mind the protocol which has been so often referred to, and which recorded a conversation between Sir Evelyn Wood and President Kruger when the Convention of 1881 was under negotiation, was in effect a plain condemnation of the action of President Kruger. It was stated as clearly as possible in that protocol that an act of friendly co-operation should be introduced in which both races should have, under the conduct of both Governments, the utmost equality it was possible to confer on them. That was the guiding principle of the Government in 1881. I do not affect to sympathise with the view they took. I was in a different position when Lord Camperdown, who opened this debate, I did not support it at the time; on the contrary, I resisted it to the utmost of my power. I thought it was a policy so tainted with the fault, which is a virtue in many men's eyes, but in my eyes is almost the most dangerous fault a policy can have—it was an optimistic policy. It was an undue belief in the effect of that policy; the noble earl shakes his head; he disclaims the imputation, but, at all events, it was a belief that, in acting on the feelings of the Dutch population by setting up this Transvaal Republic you would avoid any danger of further friction or difficulty with them. The fallacy of that calculation was that you were acting on the morrow of a very conspicuous, if not a very great, defeat, and that your motives of general apprehension were more largely tinged with prudence than amiability. Attempts to obtain gratitude of persons first are very seldom successful if those persons have the impression that you are afraid at the same time. There was, however, no doubt as to the view of our policy to which President Kruger assented in that well-known protocol, and it was a view to which he was bound throughout the rest of his political career in connection with the Transvaal State. But he took the exactly opposite line. Throughout the whole of the period that has elapsed since 1881 his one effort has been to separate the English and the Dutch into two camps and to give the Dutch a superiority to which their numbers gave them no title, and to reduce the English to a condition almost of a conquered, certainly of a subjugated, race. I do not entirely blame him for the kind of panic which appeared to have seized on him and his advisers at the irruption of the gold diggers in 1886. It was quite conceivable that they might have felt some anxiety lest those gold diggers should be able to so completely obtain the government that the Dutch might suffer precisely the disadvantages which the British Uitlanders are suffering now. I can understand, and I can to some extent make allowance for that apprehension; but where I blame him was that when this difficulty came upon him, instead of remembering the engagement which he had entered into with the English people—instead of remembering the recognition of the position of England which in those two Conventions is, at all events, to a great extent manifestly and unquestionably recognised—he placed himself in an attitude of sheer opposition and never came to the English Government to consult with them as to how this great and marvellous phenomenon of the irruption could be dealt with. I do not think any one could have said to him, "You are bound to allow your population to be overwhelmed and swept away," but it is obvious that goodwill and consideration should have prompted him to give sufficient protection to the Uitlander British population without entirely annihilating the Dutch population. That, I think, is the great blame which is to be attached to him, but I refer to it specially for another purpose. There is an attempt to put the Conventions of 1881 and 1884 in the position of the laws of the Medes and Persians, which after all, entirely concur with my noble friend Lord Selborne that from the moment the Conventions were made, the English authority desired that any step should be taken against them. So long as they were observed, so long as they were given their due vitality, I believe that every party in England was willing to recognise and sustain them. But these Conventions are mortal. They are liable to be destroyed; they can be destroyed by the act of the parties for whose benefit they were concluded. But I wish to protest against the idea that they constitute an immovable landmark to which whatever may happen, the reverse is the case. Little as we are disposed to disturb these Conventions while they are allowed fair and honourable life, very few of us now, if we could retrace the history of the last twenty years, would ask that the seal of England should be applied to conventions in that form. Whatever happens, when the validity of these conventions is impeached, I believe they belong to that time entirely to history. What will take their place I do not know, but it will not be conventions in the same style. I am quite sure that if this country has to make exertions in order to secure the most elementary justice for British subjects—I am quite sure they will not renege a state of things which will bring us back to the difficulties in all their formidable character at the next turn of the wheel. (Hear, hear.)

Without intruding on his thoughts, I do not think President Kruger has sufficiently considered this. But with respect to our present policy it has been so very well and clearly stated by my noble friend Lord Selborne that it would be idle for me to repeat it. His words are exactly those I would have chosen. We have to save, to rescue British subjects from a treatment which we should not think it right to allow in any country, even if there were no conventional engagements between us, but which it is doubly wrong that we should endure when the very terms of the protocols and Conventions of 1881 and 1884 obviously protect them from any such disgraceful treatment. How we are going to do this, how we intend to apply this remedy to dissipate this great evil, that naturally I cannot now examine in detail. I agree with the noble earl opposite that the advances which have been made are to a certain extent hopeful, and if they were genuinely carried out, and if they show a real desire to eliminate this racial feeling and inequality and put the two races fairly and honestly on the same footing, I think that we may look forward to a peaceful solution of a crisis which is undoubtedly complicated and anxious. How long we are to consider this solution, what patience we are bound to show—these things I will not discuss for reasons the noble earl suggested to me. We have to consider, not only the feelings of the inhabitants of the Transvaal, but what is much more important to us, the feelings of our fellow-subjects at the Cape. That is a consideration we must bear carefully in mind. We should be responsible if any undue impatience or irritation on our part should cause an angry termination of what might have been a peaceful solution. But I can only say that in one form or another, has been said by many members of the Government, I prefer to use the words of my noble friend Lord Selborne: we have put our hands to the plough, and we do not intend to withdraw them. (Cheers.)

TRADE AND SHIPPING OF WLADIVOSTOCK.

The *Dépêche Coloniale* gives the following figures of the number and tonnage of vessels entered at Vladivostok in the last four years:—1895, 174 vessels, 199,291 tons; 1896, 253 vessels, 269,273 tons; 1897, 242 vessels, 263,007 tons; 1898, 286 vessels, 344,703 tons.

A considerable portion of the merchandise exported from Vladivostok is transhipped at Shanghai or at Japanese ports, which has great disadvantages, as the consignees do not receive their goods till some months after they have left European ports. The Japanese line (Nippon Yusen Kaisha) ship monthly cargoes at Antwerp for Vladivostok. The journal advises the establishment of direct communication between some northern French port and the Russian port to do away with the transshipments now necessary, and compete with Japanese and German lines.

A report from the Commercial agent of the United States at Vladivostok gives the following summary of trade at that port in 1898:—Imports into Vladivostok, 262,514 tons; ditto (in transit), 6,902 tons; exports from Vladivostok, 39,945 tons; ditto (in transit), 6,524 tons.

The amount of freight exported from Vladivostok by private steamers in 1898 was 26,240 tons, of which 21,030 tons were for European ports. The Volunteer Fleet carried 5,022 tons of exports.

THE "DARIUS" MISSING.

The *Darius*, Captain Frith, which left Melbourne on the 21st July for Colombo and Madras with a cargo of horses is overdue at Singapore. She was last seen at Thursday Island on the 2nd ult. Masters of vessels proceeding in that direction are requested to keep a look out for her. The *Darius* is a vessel of 3,283 tons gross and her owners are Messrs. A. Currie and Co. of Melbourne, Victoria. Messrs. McAlister and Co. are her Singapore agents.

BRYAN ON THE PHILIPPINE QUESTION.

Speaking before the Democratic National Committee at Chicago on 20th July William Jennings Bryan, the Democratic Leader, said in regard to the PHILIPPINE QUESTION:—

"In the Philippine Question certain fundamental principles are involved:—

"First—There are but two sources of government—Force and Consent—monarchies being founded upon Force, republics upon Consent.

"Second—The Declaration of Independence asserts that all governments derive their just powers from the consent of the governed.

"Third—If the Declaration of Independence is sound, we cannot rightfully acquire title to the Philippine Islands by conquest or by purchase from an alien monarch, to whose rebellious subjects we ourselves furnished arms.

"Fourth—If the Philippines are and of right ought to be free, they should be immediately assured of our nation's intention to give them independence as soon as a stable government can be established.

"Fifth—The Filipinos, having fallen into our hands by accident of war, should be dealt with according to American principles, and not only be given independence but protected from outside interference whilst they work out their own destiny.—*Pa. Record*.

ANGLO-AMERICAN RELATIONS.

The American Ambassador, Mr. Choate, speaking at the luncheon of the Staffordshire Agricultural Society's Show held at Wolverhampton, said he had been handed a highly coloured and covered envelope which had upon it the motto "Blood is thicker than water." Above it was a crown, and beneath was the American Eagle with two flags, the Stars and Stripes and the Union Jack. Lord Dartmouth had taken him to the poultry tent to view the American Eagle, but he had found a gamecock instead. He thought that the gamecock bird look when provoked by two inquisitive strangers. He was prepared to believe that no question could ever arise between the two nations which could interrupt the constant peace which had held them together for the last 85 years. They would, he hoped, never leave each other in the lurch, and would cultivate the same spirit of civilization, justice, and freedom which was the real foundation of both Governments.

PLACE WHERE LIVINGSTONE DIED.

News has been received at the Royal Geographical Society that the section of the famous map made by Dr. Livingstone died has been successfully removed by Mr. Codrington, Deputy-Administrator of Northern Rhodesia, and will be sent to England for preservation. It will be remembered that two or three years ago Mr. Poulet Weatherley, while exploring in the neighbourhood of Lake Bangweulu, visited Chitambos and reported that the mpendu tree was in an advanced stage of decay and would probably disappear altogether in a very short time. After careful consideration the Royal Geographical Society decided that the best course to pursue would be to cut out the section of the tree which bears the inscription and have it sent over to London for preservation at the Royal Society. Mr. Alfred Sharpe, her Majesty's Commissioner in the British Central Africa Protectorate, who is in England on leave, undertook to have this done, and on his return to Central Africa, made arrangements for one of his staff to make a journey to Chitambos. But the serious illness of the officer designated for that duty intervened, and this year Mr. Sharpe entrusted the task to Mr. Codrington, whose duties took him in April last towards the Bangweulu district. Mr. Codrington in the beginning of June arrived at the Tanganyika plateau and informed Mr. Sharpe by telegram that he had secured the section of the tree with the inscription, but that he was only just in time as the letters were "already much eaten away." To mark the place where the tree stood a large cairn has been erected with a staff made of two telegraph poles in the centre, held in place by stays of telegraph wire. This temporary memorial will serve the purpose of preserving the identity of Dr. Livingstone's deathplace until such time as a more permanent memorial is erected.

BRITISH WRECKS REPORTED IN JULY.

The number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of July, and the number of lives lost, are as follows:—Sailing vessels, 33; tonnage, 3,358; lives lost, 58. Steam vessels, 10; tonnage, 7,302; lives lost, 11. The above is a record of wrecks which occurred during the month. Many of the reports received in July relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

THE SERIOUS CHARGE OF EMBEZZLEMENT.

The arrival and commitment of Mr. Colquhoun, the Glasgow city treasurer and representative of the Blythswood Ward in the town council, says the *Times* of 4th ult., continues to be the absorbing topic of conversation and comment in Glasgow. While for the present only two specific charges of embezzlement have been made against the accused, it is understood that many others will now be brought. How the vast deficit, which is put down at close on £200,000, arose was only a matter of surmise. It is feared that the incorporation of Flesher, of which Mr. Colquhoun was till lately the clerk, will be among the heaviest sufferers. Until the examination of the books has been completed it will not be known whether the loss will be £11,000 or £12,000, but it is believed it will amount to the latter sum.

The Glasgow district executive of the Shepherds' Friendly Society had a narrow escape quite recently of losing a considerable portion of their funds which had been entrusted to Mr. Colquhoun for investment. A sum of about £4,000 was placed in the hands of the city treasurer, and shortly after the money had been lodged the society received an intimation that it had been invested in a substantial city property. A member of the executive happened to meet the proprietor of the property and inquired of him if he had yet signed the bond for the money which the society had advanced. The owner of the property expressed his ignorance of any such transaction, and as the result of further conversation the matter was reported to the Shepherds' executive. They appointed a committee of inquiry and then a legal firm. The result of the investigations, it is stated, was that several bonds in the possession of the Shepherds were found never to have been recorded. The society pressed for settlement with Mr. Colquhoun, and ultimately the moneys and bonds in his possession belonging to the Shepherds were handed over to the society.

A specially hard case is that of Mrs. Train, a widow, who entrusted Mr. Colquhoun with the sale of her property. This was done and it is understood that the sum paid was £2,000. She has received none of the money, and it is feared that the whole amount will be lost. A similar case is that of Mrs. Fredericks, butcher, Dumbarton-road. Mr. Fredericks died about two years ago, and his estate, which amounted to about £8,000, was left entirely in the hands of Mr. Colquhoun. It is feared that the whole sum will be lost. Another butcher not long ago handed the accused £2,000 for investment. He has no documents to show. Another butcher, Mr. Henderson, alleges that his bonds, amounting to about £1,500 have been tampered with, and other members of the trade are also apprehensive for the security of moneys given to Mr. Colquhoun for investment. Mr. Freer, manager of the Corporation Halls, whose more client Mr. Colquhoun's and he puts his probable loss down at £1,600. "We were boys together," said Mr. Freer in the course of a conversation, "and I had such absolute confidence in him that I never troubled myself about acknowledgments for the moneys I gave him for investment." The accused had in all some £2,000 belonging to Mr. Freer, who fears that there is only one bond of £400 in existence. "Nearly the whole of my life's savings are gone," continued Mr. Freer, "and the thought that my loss has been brought about by one whom I regarded as a dear friend and counsellor makes it extremely galling." No additional charges appear yet to have been lodged with the Crown authorities, but a period of 60 days is allowing for the completion of the case against the accused.

THE CZAR'S PROPOSAL.

ITS CONNECTION WITH THE ISLAMIC COUNTRIES.

A correspondent writes to the *Moslem Chronicle* that he is told by many people that the Czar's proposal has much connection with the Islamic countries, but that it is a different opinion. He holds that the proposal has a special connection with the Islamic lands, in which Russia is anxious to establish its influence. The Czar proposes that the war preparations and bloody weapons should be reduced. Apparently one may think that the Czar laid for them a very good proposal and that he therefore deserves thanks from all mankind but there is at least some object in it. Let our readers raise their heads for a while, and then they will observe that England, which coincides with its advantages, is busy in preparing new warships and forming new regiments. On the other side we find France, the bosom friend of Russia, making war preparations, and paying greater attention to the discipline of its army. Moreover His Majesty the Czar of Russia himself is busy in strengthening his army and making war preparations, he being the person who set forth the proposal. When the circumstances are such as explained above, it is evident that the Czar of Russia, by means of this proposal, intends to disarm the Asiatic Khans and other Moslem Governments. Whatever Mr. Mouvi Rafidudin has suggested in this connection cannot but give room to astonishment, he says:—

The Czar's proposals for the reduction of deadly weapons has the same connection with the Islamic countries as the wolf's request—a wolf that asks the goats to take off their horns. This is my opinion and let me hear yours.

CAUTION.

The evident illustration which I can set before the Islamic world is the present condition of China. The present state of China exactly resembles that flock of sheep around which many carnivorous animals and wild beasts of prey are roaming to obtain a few morsels to suppress their greedy appetite. This misery has befallen China owing to its own carelessness. It has brought the trouble upon itself. It was slow in acquiring the means of progress and good government. It did not train upon its children and try to keep them pace with others on the face of the earth, as the time required, and therefore, now it has to experience so great a downfall. Well then does the Eastern Islamic world also intend to reduce itself one to the same state as that of China, and to deprive itself of influence, strength and glory. Let them try their best and do what they can to-day. Let them be sure that they cannot do to-morrow what they idly postpone to-day. The future world will be full of wonders. Wise is he who begins to-day his preparations for to-morrow.

SHIPPING REPORTS.

Captain Jenkins, of the steamship *Pakistan*, from Saigon, reports:—Light variable breeze and fine, weather throughout.

Captain Pybus, R.N.R., of the steamship *Tartar*, from Manila, reports:—Fine throughout with moderate N.E. winds.

Captain Gregory, of the steamship *Calchas*, from Singapore, reports:—From Singapore to Penang light variable winds, from Penang to port had moderate northerly and N.E.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer 29.824

Thermometer 80.4

Humidity 77

Rainfall 88.33

TO-DAY.

WEATHER REPORT.

On date at a.m. On date at p.m.

Barometer 29.95 29.86

Temperature 86 86

Humidity 67 68

Rainfall — —

TO-DAY.

Wednesday, 6th September, 1899.

Chinese—2nd of 8th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 43min.

Sets 5hr. 17min.

High water—Morning 5hr. 15min.

Afternoon 5hr. 30min.

Low water—Morning 3hr. 30min.

Afternoon 3hr. 35min.

ANNIVERSARIES.

1869—H.R.H. Prince Alfred received by the Mikado of Japan.

1891—The American ship *Kitsap* wrecked near the Loochoos.

1891—Amoy and vicinity reported free from plague.

TO-MORROW.

Thursday, 7th September, 1899.

Chinese—3rd of 8th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 45min.

Sets 5hr. 15min.

High water—Morning 5hr. 10min.

Afternoon 5hr. 25min.

Low water—Morning 3hr. 25min.

Afternoon 3hr. 30min.

ANNIVERSARIES.

1807—Copenhagen taken by the British.

1891—Outrage on Dr. T. A. Greig at Kirin, Manchuria.

1893—Australian barque *Florence Trent* wrecked on Breaker Point with a loss of 20 lives.

1898—Emperor of China proposes to form a National Assembly.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Lighting*) 9th inst.

Indian (*Zealandia*) 11th inst.

Canadian (*Empress of Japan*) 13th inst.

American (*Hongkong Maru*) 13th inst.

American (*China*) 22nd inst.

The Austrian Lloyd's S. N. Co.'s steamer *Maria Valerie* left Singapore for this port to-day.

The M. M. Co.'s steamer *Laos* with the next French mail is to leave Saigon to-day, Wednesday at 4 p.m. for this port.

The steamer *Riojin Maru* (American Line) left Kobe, via Moji for this port yesterday and is expected to arrive here on the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba at Kowloon Dock.

Isle de Luzon " "

Caroline City " "

Esmeralda " "

H.M.S. Bonaventure " "

Kriche " "

Legazpi " "

D. Juan d'Austria Cosmopolitani

P. C. C. Kiao " "

Taiyuan " "

Sichang " "

Chowlin Aberdeen

SWATOW WEEKLY SHIPPING REPORT.

(2nd September, 1899.)

ARRIVALS.

Date. Vessel. Where from. Agents.

Aug. 27 *Chowlin* Hongkong B. & S.

28 *Formosa* " J. M. & Co.

28 *Tamsui* " J. M. & Co.

29 *Aratoun A.* Hankow Woo Kee.

29 *Loonang* C'fo & N'chang J. M. & Co.

29 *Nanyang* Amoy J. M. & Co.

29 *Haidcurra* " B. & S.

29 *Hoihow* Shai & C'moy B. & S.

29 *Kiangnan* Hankow Woo Kee.

29 *Whampoa* Shanghai B. & S.

30 *Hailong* Hongkong J. M. & Co.

30 *Huanan* " B. & S.

30 *Tamsui* Chefoo & N. J. M. & Co.

31 *Swaow* " C.M.S.N.

31 *Haitun* Amoy J. M. & Co.

31 *Cheangchow* " J. Y. S. Co.

31 *Choyang* Shanghai J. M. & Co.

DEPARTURES.

Date. Vessel. Destination. Agents.

Aug. 27 *Szechuan* Amoy B. & S.

27 *Wingang* Shanghai J. M. & Co.

27 *Fungshun* Amoy & Shai C.M.S.N.

28 *Thales* Hongkong J. M. & Co.

28 *Formosa* " J. M. & Co.

29 *Tamsui* " B. & S.

29 *Haidcurra* " B. & S.

29 *Hoihow* Hongkong J. M. & Co.

29 *Chowlin* Singapore B. & S.

29 *Manan* Shanghai B. & S.

30 *Whampoa* H.K. & Chon J. M. & Co.

30 *Hailong* Amoy J. M. & Co.

30 *Nanyang* Hongkong Woo Kee.

30 *Trym* Hw. & C'king Woo Kee.

31 *Equatoria* Hongkong L. & H.

31 *Haitun* " J. M. & Co.

31 *Choyang* Chon. & H.K. B. & S.

31 *Hailong* Shanghai B. & S.

Sept. 1 *Hosang* W'u & C'king B. & S.

1 *Hakwai* Hongkong B. & S.

1 *Feiching* Shai & Amoy C.M. & Co.

1 *Thales* Hongkong J. M. & Co.

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30 <

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
WAKASA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Sept., at Noon.
*RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and Yokohama	THURSDAY, 21st Sept., at 4 P.M.
KANAGAWA MARU	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Sept., at 4 P.M.
FUTAMI MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 4th September, 1899.

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
ECROT & GRANGE, rue Mathis, PARIS

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its main uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS,
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

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THOMAS BEECHAM, St. Helens, England.

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SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents:—
Mitsui Bussan Kaisha, Ltd.
K. HASEGAWA, Manager.
Hongkong, 19th August, 1899.

SERRAVALLO'S

FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at
the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.,
Hongkong, 1st September, 1899.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR

LAUNCHES, &c., &c.

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FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK.

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

CARBOLINEUM AVERNARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1896.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER,

SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central.



F. CAZANOVE,

BORDEAUX.

GOLD MEDALS

Bordeaux, 1882. Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with

success to restore the FORCES

OF THE STOMACH and FACILITATES

THE DIGESTION.

TONIC WINE

OF the Rev. Father A. KERMANN

MOKA-KINA OF DR. GOLZ.

CREME DE MANDARINE.

AVELINE ANISETTE SUPERFINE.

Apply to

LAENDLER & Co., Paris.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—19,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS

OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain, and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street, 13

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on

SATURDAY, the 23rd September, at Noon,

taking Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and to

Government officials and their families.

Through Bills of Lading issued for transpor-

tation to Yokohama and other Japan Ports, to

San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1899.

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" "WUCHOW"

will be despatched alternately from Messrs.

DOUGLAS LAURENCE & CO. SAILORS, at 5 P.M.

on MONDAYS, WEDNESDAYS, and

FRIDAYS for WUCHOW, calling at KONG-

SWOON, KANGTUCK, SAMSHUI, SHUOHING and

TAIHING.

Both Vessels have Superior Accommodation

for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI \$5

HONGKONG to WUCHOW \$10

Meals can be obtained on Board.

For further information apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st August, 1899.

10058

Mails.

NORDDEUTSCHER
LOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,

LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK

SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,

LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK

SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ALESIA	HAVRE and HAMBURG	14th Sept.
Knigh	(LONDON with transshipment in HAMBURG)	September
NURNBERG	HAVRE and HAMBURG	About 27th
V. Biner	(LONDON with transshipment in HAMBURG)	September
SAVOIA	HAVRE and HAMBURG	About 11th
Jager	(LONDON with transshipment in HAMBURG)	October
SUEVIA	HAVRE and HAMBURG	About 19th
Fischer	(LONDON with transshipment in HAMBURG)	October
SERBIA	HAVRE and HAMBURG	About 26th
Ostermann	(LONDON with transshipment in HAMBURG)	October

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) To-morrow, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO,

via SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

TO-MORROW, the 7th September, at Noon,

taking Passengers and Freight for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolu-

lu, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of

the United States of Canada. Rates may be ob-

tained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

LYNCHINGS IN THE STATES.

A NEGRO "LINCHEE" IN GEORGIA.
BAINBRIDGE, GA., July 25.
The men of this section who took on themselves the avenging of Mrs. J. L. Ogilvie last night disposed of Charles Mack, their sixth victim. Mack was the leader of the band, of which five had already met death. His destruction brings almost to a close the reign of terror unprecedented in the history of South Georgia.

Mack was captured at Iron City, Ga., Sunday at midnight by four members of the mob, who had separated themselves from the main body, on information given them by a friendly negro. Previous to receiving this information these four men were as bloodthirsty and determined as any that came from the town, but when they saw a prospect of obtaining the large reward offered by the Governor by outwitting the others, who were bent on the death of Mack, they resolved to save the latter's life and deliver him to the Sheriff at Bainbridge.

TAKEN FOR IDENTIFICATION.
Securing him firmly, they started across the country toward Milledgeville, the scene of the crime and where the Ogilvies reside. It was necessary to seek concealment all yesterday from the fact that every foot of woods was being thoroughly guarded by emissaries of the mob, but last night the four men with their prisoner reached the Ogilvie residence, and obtained the positive identification of the negro.

The trip across the swamps to Bainbridge was then begun. It quickly became evident that they were being followed, and three men were left to guard Mack, while the fourth rode post-haste to Bainbridge to summon the Sheriff. The messenger had hardly left his comrades when a portion of the mob stopped his buggy and demanded the prisoner. For some time he evaded their inquiries, and then a rope was thrown around his neck and he was informed with curses that unless he revealed the location of the prisoner he himself would be summarily dealt with. Under pressure of this threat the man allowed himself to be bound and placed in a buggy and piloted the mob to the hiding place of Mack.

When the guards discovered that their treachery had been found out they begged and pleaded for mercy. After bestowing many kicks, cuffs, and curses on the men, the mob leaders released them and sent them scurrying through the forest towards home. Not satisfied with the identification which his captors had procured, the mob made Mack retrace the distance to Saffold, and a second time assured themselves that he was the right man.

The prisoner was then taken to the same tree where Samuels had met death and was bound with chains.

RETURNING THE PRISONER.
All who had helped produced them, and proceeded to slowly torture the wretch to death. He writhed and struggled and cursed and screamed, but no mercy was shown. The white men around him taunted him with his crime and chipped off small bits of his flesh, wrapping them in papers to carry home as souvenirs. At an early stage of the proceedings members of the mob circled around Mack, chipping off parts of muscles of the arms and legs, cutting away the flesh around his ribs, hacking at his fingers, bending back his arms until they almost snapped, and running their knife-points into loose folds of his flesh. The negro was a quivering, bleeding mass of flesh, almost unrecognizable, before the mob degenerated to powder and bullets. It is marvellous how life could have remained in this mutilated, tortured frame as long as it did. After they had carried this barbarity to an excess the mob performed its only act of mercy. The chains were loosened, the rope around the neck tightened, and as the body, a mere mass of ragged but animated flesh, rose into the air, the command "Fire!" was given. At the word flames burst from hundreds of weapons and the wretch died.

A wild scramble followed for the clothes of the dead man, and those who had not obtained flesh carried away shreds of lead and spattered cloth. Then, quickly and mysteriously, the mob disappeared, leaving only a few determined men to hold a conference as to the best measures for trapping the two surviving members of the mob.

The retribution that followed the crime has been swift. On Thursday evening Samuels and Mack entered J. L. Ogilvie's store at Saffold. Six of their comrades were posted around the premises to guard their friends and to assist, if necessary, Mack and Samuels compelled Ogilvie to give them his savings of the last few weeks, and then forced him to escort them to his wife's room. Here they discovered more money, and then the most execrable crime was committed. Six negroes have been hanged for the crime of two.

NEGRO INCENDIARY LYNCHED.
DALLAS, TEX., July 25th.
Henry Hamilton, a negro burned a white congregation's church in Grimes County last night, caused a race riot and to-day was lynched.

Flames from the burning church attracted a number of white farmers, who learned that Hamilton was the incendiary. When they tried to arrest him he opened fire, seriously wounding Lockroy, Moody, and Randolph Wright. Then he fled for the river bottoms. All night, then, he was pursued by a man-hunt. All night they searched the river bottoms, and this morning they captured Hamilton. He resisted stoutly and was wounded in the leg and hand before being overpowered. His captors had a rope and put it to use quickly. Hamilton was hanged until the mob was sure he was dead. Then they dispersed.

LIQUID AIR AND ITS INDUSTRIAL USES.

Dr. Hampton, who is known for his work in the production of liquid air, gave an exhibition of his apparatus recently at the chemical works of Messrs. A. Bonke, Roberts, and Co., of Stratford. After a preliminary account of the construction of his machine and the principle on which it works, he performed some experiments with liquid air and liquid oxygen manufactured on the spot, and then proceeded to discuss the question of the value of liquid air in industrial purposes. He referred to some of the anticipations entertained in America as to its employment, mentioning that with regard to refrigeration it had been suggested that this of the material was sufficient to keep a house cool for a whole day, while liquid air engines were to supersede steam engines on Atlantic liners, and allow them to make passages at a less cost than those possible by the use of steam.

SIR W. H. WHITE ON NAVAL PROGRESS.

Sir W. H. White, Director of Naval Construction and Assistant Controller of the Navy, took part in the opening of new Technical Schools at Devonport, of which town he is a native, and was afterwards presented with the honorary freedom of the borough. The freedom was at the same time conferred upon Mr. Alderman J. May and Mr. Alderman J. W. W. Ryder, two of the oldest members of the corporation. The resolutions were engrossed on vellum and enclosed in silver gilt caskets. In acknowledging the gift, Sir W. White said the honour done to himself was done because he believed that to the best of his ability he had tried to fulfil his duty. He could honestly claim, in the face of the world, that at least he had done it. It had fallen to his lot, through no choice of his own, to occupy at a time of an exceptional character a position which necessarily involved large responsibilities and no small effort. In these latter years there has been a great re-awakening of the old spirit which felt and knew that the existence of this country and the continued prosperity of the Empire depended on its supremacy at sea. (Cheers.) It was a universal feeling now and to give effect to what was a national policy, and quite distinct from political parties, had meant for many people, besides himself, hard work and long days of toil to bring about results which, in the main, were regarded, he hoped, by the nation as satisfactory. (Cheers.) He found in talking with friends that there was an ideal individual called a director of naval construction or assistant controller of the Navy, who dwelt in cloistered seclusion, and "out of an inner consciousness evolved designs of new types of ships." He did not know that man. (Laughter.) He might exist, but he certainly did not exist in this country. The man who was responsible for the design and construction of ships in England needed to be no cloistered recluse, but a man who lived his life in the world, who knew what was going on all the world over in matters affecting his work, and who was alive to the progress of mechanical science and the application of science to the means of offence and defence. He could be no recluse, but had to know men and things, and when he had done his best to put into shape the result of his thinking, then came the time when he might be his most severe critic, for in his endeavour to secure the best result, he might have failed to reach his own ideal. He was not one who at all objected to criticism. On the contrary, he believed it to be wholesome and good, and, within proper limits, to be one of the best helps a man could have in doing such work as his. (Hear, hear.) He well remembered as a boy, bonding in the Sound and seeing the sailing ships come home—ships that had been to distant stations and had no steam power, but with armaments exactly of the character of that which Nelson fought. He remembered perfectly well the earlier days of the steam reconstruction of the Navy. He was no Methodist, but things had moved fast since then. He had seen the armour-clad reconstruction, changes of type, increase in speed, improvements of armour and armament, and the introduction of the torpedo. In fact, so rapid was the movement of these things that people spoke as if a ship was obsolete before she was launched. They were proud to give to men and officers the best weapons that the skill and science of industry in this country could produce, but when that had been done they had what they had always had—a race of seamen, keen, courageous, without fear, capable, and daring, and therein lay England's real strength. (Cheers.)

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.15 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 26th August, 1899. [1131a]

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	100	At Tai Kok Tsui.	12.5	14,600	28	4,080

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THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.30 P.M., are published for general information.
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Colonial Secretary's Office,
Hongkong, 26th August, 1899. [1132a]

Auctions.

GOVERNMENT NOTIFICATION.
No. 475.
THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 26th August, 1899. [1130a]

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
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By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 26th August, 1899. [1132a]

Shipping.

STEAMERS.
CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
"CHINGTU."
Captain Williams, will be despatched as above TO-MORROW, the 7th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th September, 1899. [1030a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU."
Captain Williams, will be despatched TO-MORROW, the 7th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th September, 1899. [1032a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's New Steamship
"DIAMANTE."
Captain G. A. Taylor, will be despatched for the above port, TO-MORROW, the 7th instant, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 4th September, 1899. [1123a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"STENTOR."
Captain Jackson, will be despatched as above TO-MORROW, the 7th instant.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th September, 1899. [1036a]

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship
"JOHN SANDERSON."
Captain Erskine, will be despatched for the above ports on or about THURSDAY, the 7th instant.
For Freight or Passage, apply to
DODWELL & Co., LIMITED, Agents.
Hongkong, 4th September, 1899. [1127a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"CHINGWO."
H. Harris, Commander, will be despatched as above on or about the 7th September.
For Freight, &c., apply to
HOLLIDAY, WISE & Co., Agents.
Hongkong, 30th August, 1899. [975a]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENVENUE."
Captain Potter, will be despatched as above on or about the 8th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th August, 1899. [1066a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG."
Captain Dodd, will be despatched as above on FRIDAY, the 8th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.
The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd September, 1899. [1121a]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU."
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 10th instant, at Daylight.
For Freight or Passage, apply to
MITSU BUSSAN KAISHA, Agents.
Hongkong, 4th September, 1899. [1149a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"INDRANI."
Captain Campbell, will be despatched as above on or about the 11th September.
For Freight, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 5th September, 1899. [1118a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PYRRHUS."
Captain Batt, will be despatched as above on SATURDAY, the 16th September.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1899. [1093a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"KWEIYANG."
Captain Outerbridge, will be despatched as above on SUNDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th September, 1899. [1135a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR PHILADELPHIA AND NEW YORK.
THE New Steamship
"PING SUEY."
Captain C. de La Perelle, will be despatched for the above Port, on or about the 5th October.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 21st August, 1899. [1020a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM KOBÉ.
THE Steamship
"TRIESTE."
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersecretary before Noon on the 12th instant or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co., Agents.
Hongkong, 4th September, 1899. [1142a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
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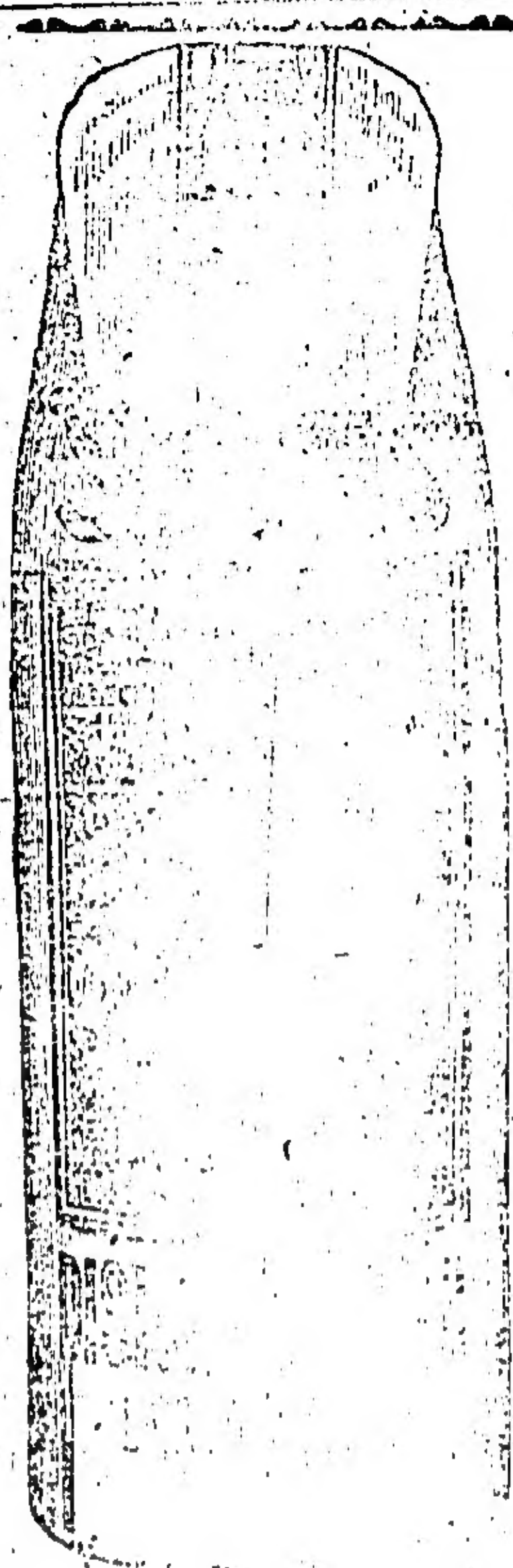
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Hongkong, 4th September, 1899. [1142a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

Announcements.

NOTICE.

PRIVATE BOARD AND RESIDENCE,
166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899. [853a]



Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$315.
China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$52.
Indo-China Steam Navigation Company, Ltd.—\$70.

China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$52.

China Mutual S. N. Co., Ltd.—(Preference)—\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$18.

Railways.

China Sugar Refining Co., Ltd.—\$148 ex div.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Panjom Mining Co., Ltd.—\$93.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$240.

Queen Mines, Limited—\$0.50.

Jebeu Mining and Trading Co., Ltd.—\$134.

Raub Altun Gold Mining Co., Ltd.—\$63.

Olivera Freehold Mines, Ltd.—(A) \$11.

Olivera Freehold Mines, Ltd.—(B) \$82.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$310.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$50.

Hongkong & Kowloon Wharf and Godown Company, Limited—\$100.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$164.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$10.

Hongkong Land Investment and Agency Co., Ltd.—\$110.

Kowloon Land and Building Co., Ltd.—\$29.

West Point Building Co., Ltd.—\$35.

Hongkong Hotel Co., Ltd.—\$133 buyers.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$30.

China-Borneo Co., Limited—\$10.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$130.

Hongkong and China Gas Co., Ltd.—\$190.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Gen. Fowling & Co., Ltd.—\$154.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$14.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$70.

Ewo Cotton Spinning & W. Co., Ltd.—\$70.

International Cotton Mfg. Co., Ltd.—\$75.

Lau Kung-ming Cotton Spinning & Weaving Co., Ltd.—\$75.

Soy Cheong Cotton Spinning Co., Ltd.—\$350.

Yah-on Cotton Spinning Co., Ltd.—\$55.

Tehran Planting Co., Ltd.—\$4 per share.

Tehran Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers).

Telephone Address "Rialto."

EXCHANGE.

Hongkong, 6th September.

ON LONDON, Telegraphic Transfer 11/11 1/2

Bank Bills, on demand 11/11 7/16

Credits, 4 months' sight 11/11 13/16

D'cents, 4 months' sight 11/11 15/16

ON PARIS, Bank Bills, on demand 2/47

Credits, 4 months' sight 2/50 1/2

ON NEW YORK, Bank Bills, on demand 47 1/2

Credits, 30 days' sight 48 1/2

ON HAMBURG, Telegraphic Transfer 146

On demand 146 1/2

ON SHANGHAI, Telegraphic Transfer 72 1/2

Private, 30 days' sight 73 1/2

ON YOKOHAMA, T.T. 41 1/2 per cent. prem.

Switzerland, Bank's Buying Rate 510.17

Gold Leaf too touch, per tael 35.15

Bar Silver 278

Dollars 11 per cent. prem.

OPUM QUOTATIONS.

Hongkong, 6th September.

New Java 850 per chest.

New Java 830

New Java 750/770 per picul.

Old Java 780/840

Persian, paper tied 670/730

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Colonel E. H. Gorges

Beede

Mr. and Mrs. Lionel W. E. Home

Boyle

Mr. H. F. R. Brayne

Mr. P. Bure

Mr. and Mrs. F. G. Mr. J. E. Lee

Collins

Capt. van Corbach

Mr. and Mrs. E. C. Mr. C. W. Longuet

Dalton

Mr. G. H. Dann

Mr. and Mrs. W. H. T. Davis and child

Mr. A. Denison

Mr. P. Dow

Mr. A. Spencer Ellam

Col. G. J. H. Ewart

Mr. J. S. Ezeikel

Mr. R. M. Ezeikel

Mr. A. Forbes

Lt.-Col. A. R. Fraser

Lt. R. P. Hobson

U.S.N.

CRAGIEBURN.

Bishop Burdon

Rev. F. Flynn, R.N.

Mrs. Horner

Govt. Civil Hospital

Sisters

Mrs. E. Jones and Capt. C. B. Simmonds, R.A.

Major S. S. Long, Mrs. Simmonds

D.A.A.G.

Major M. M. Morris, Turner

R.A.

Mrs. Morris

Miss Ormsby

MAJORS.

Mr. and Mrs. R. D. Ormsby

Mr. A. J. Richardson

Mr. Hugo Silvestri

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Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington-Ingram, cruising.

Esch, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

Fama, twin screw, torpedo-boat destroyer, 402 tons, 5,400 h.p., Lieut.-Comdr. R. Keyes, cruising.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

Hermione, 18 guns, Capt. G. Callaghan, cruising.

Humbly, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, cruising.

Linnæ, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, cruising.

Orlando, British cruiser, 3,600 tons, Capt. J. Burke, Hongkong.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. P. S. St. John, Manila.

Phoenix, sloop, 1,050 tons, 6 guns, 1,100 h.p., Com. R. P. Cochran, Singapore.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. V. V. De M. Cowper, Fochow.

Powerful, 1st class cruiser, 14,200 tons, 25,000 h.p., Hon. H. Lambton, Wei-hai-wei.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. The Hon. G. A. Harding, Fochow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Fochow.

Tamar, receiving ship, 4,000 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 18,500 h.p., Capt. A. C. Clarke, cruising.

Victorious, British battleship, 14,000 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, cruising.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 h.p., Lieut.-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Elma, Italian cruiser, 3,350 tons, Capt. G. Giorello, Shanghai.

Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Marco Polo, Italian cruiser, 2,875 tons, Captain L. Incrognato, en route Singapore.

Stromboli, Italian cruiser, 3,359 tons, Captain Cantaninis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 6,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Molais, at Port Arthur.

Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Eliskis, at Vladivostok.

Bobbe, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donosky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.

Gaidamak, Russian gunboat, 400 tons, twin screw, 8 guns, 3,500 h.p., Capt. Serbernikoff, at Vladivostok.

Gremiaty, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.

Korolyev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serbernikoff, at Port Arthur.

Kreysier, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.

Mandjory, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kuchaifoff, at Port Arthur.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Tenziche, at Vladivostok.

Nayadinsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Olavsky, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coppanoff, at Nagasaki.

Pamiat Azova, Russian cruiser, 6,000 tons, 35 guns, 8,000 h.p., Captain Virens, at Vladivostok.

Ressia, Russian armoured cruiser, 12,300 tons, Capt. Demjoff, at Port Arthur.

Rurik, Russian flagship, 19,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Gruboff, at Port Arthur.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sissol Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Paranyay, at Port Arthur.

Sivoch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons, Russian Ouchtomak, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Vladivostok.

Vrsnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Roguloff, at Vladiv